each car to help haul the train up. Cables were used to lower the cars when the train descended. Today, the grade is still just as steep.

The first locomotive, the Reuben Wells, is now on display at the Indianapolis Childrens' Musem. The early wood-burning locomotives required a lot of water and wood. The term "jerk-water railroad" came from the practice of having to stop every few miles and take on more water. Usually the train would stop by a pond or stream. Leather or wooden buckets were carried on hooks along the side of the tank. Drawing buckets of water was called "jerking water." Fancier rail lines might have larger locomotives and they scorned the smaller "jerk-water railroads."

Would you enjoy riding on a train that stopped at every village or town along the way? What if you were in a hurry? Early railroads left a lot to be desired in other ways. The passenger "coaches" were really just boxcars with board seats. During the weekday, the cars were used to haul hogs, cattle, horses, or chickens. They were cleaned out for the weekend passenger service.

Before rails were made of steel, they were made of iron. Iron rails wore out much quicker. It was said that the rails would wear down until they were just streaks of rust in the weeds. Then engineers would have to stop their trains and get out to ask directions to the nearest town since they lost sight of the tracks! Later, steel rails with T-shaped tops gave better service than the simple iron bars.

Snakeheads

One experience of many early passengers was bothersome and sometimes dangerous. The vibrations of the train along the tracks loosened the nails that held the rails to the crossties. The ends of the rails would work

themselves up, sometimes looking to the engineer like a snake lifting its head. When one of these was spotted, the train would stop and the rails would be tightened. Sometimes they would break loose while the train was passing overhead. When this happened, the "snakeheads" would rip right through the floor of the coach.

Have you ever ridden on a passenger train? How do you think the ride would be?

RAILROADS

Arguments for	Arguments against
1. Railroads are faster	1. Railroad construction is more expensive: rails, locomotives, etc.
2. Railroads can operate year-round	2. Railroads are more expensive to operate
3. Railroads would be cheaper to operate in the long run	3. Replacing rotted cross-ties and broken rails would add to the cost
4. Railroads can carry much more than a canal boat	4. Rail travel is more dangerous: frosts, freezing and hot weather make rail roadbeds unstable
5. Railroad construction would add to the prosperity of Indiana	5. Money would be spent out of state for rails, engines, etc.

Study the above chart. Can you think of other ideas you could put in either list? Be prepared to support one side or another in a debate.

Early Roads

Heavy wagons left deep ruts in the earth. In rainy weather, wagons would sink to their axles, horses or oxen to their knees. The first improvement in roads consisted of laying logs side by side across the worst places. These stretches were called "corduroy roads." They would certainly give a bumpy ride for a wagon or stagecoach.

Later, "plank roads" were built. Large planks were laid across the almost impassible places in the road. This gave a much smoother ride, but plank roads had their drawbacks too. When wet, the planks were very slippery and horses or oxen would lose their footing. The planks would also warp after a time and therefore would no longer serve their purpose. Furthermore, plank roads were more expensive to build.

John L. McAdam, a Scottish engineer, developed a method of building roads using crushed rock or gravel. These "macadamized" roads proved to be the best. Water ran off or seeped down quickly, and the gravel packed down in a hard, smooth road.

The National Road

With the help of the national government, the National Road was built across Indiana. It entered the state in the east at Richmond, went through Indianapolis, and extended to Terre Haute in the west. The road took ten years to build and was completed in 1839, during Governor David Wallace's (Whig) term of office.

The major north-south route was the Michigan Road. It was built by the state government about the same time the National Road was being constructed across Indiana. The Michigan Road began on the Ohio River at Madison, also ran through Indianapolis, then reached Michigan City on Lake Michigan.

Stagecoaches made good use of these first major roads. The coaches carried freight, mail, and passengers. The passengers carried guns, since there were highway robbers who would take everything of value from the passengers and the stagecoach. Have you heard the phrase, "that's highway robbery?"

These three systems of travel and transportation served to open up northern Indiana to settlement. Towns grew where a change in the type of transportation occurred. For example, stage depots, railroad terminals, and canal locks were places where cargo and passengers might be loaded and unloaded.

Questions

1. Why was there a demand for an improved transportation system in Indiana in the early 1800's?
2. What were some arguments for and against the building of canals in Indiana?
3. If the railroads had not come, would the canals have eventually made money?
4. What were some of the reasons for the failure of the canal system in Indiana?
5. Do you think the canals could have been a profitable business venture if they had been wisely managed? Explain your answer.
6. Look at the chart outlining the Mammoth Internal Improvements bill. What project would you choose to do first? Why? What project would you do last?
7. Do you think the projects were listed in order of their importance? Why or why not?
8. Look at the chart, Canals: Arguments for and Arguments Against, p. 00. Are there other arguments you could list either for or against canal construction? List them in the appropriate column. Be prepared to defend one side against the other in a debate.

9. What were some arguments for and against the building of railroads in Indiana?

10. Why did the Mammoth Internal Improvement program fail? Did it have some successes?

11. Which method of travel do you think would have been most comfortable? least comfortable? Which would have been fastest? slowest?

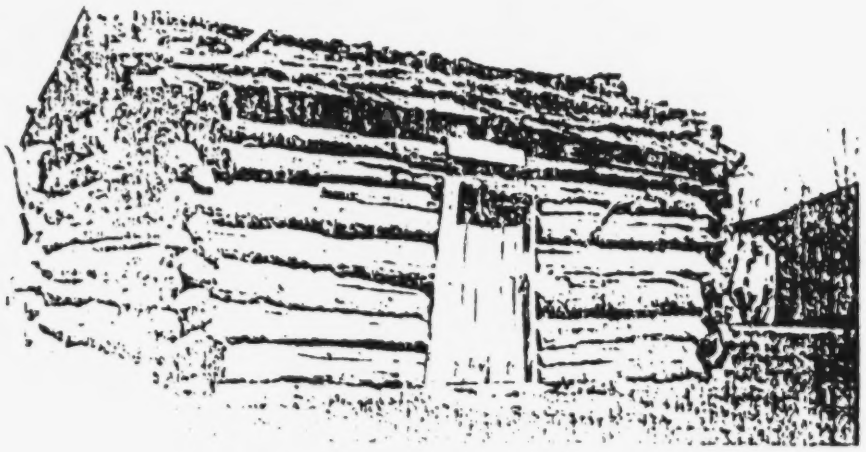
12. What part do you think state government should have in the construction and regulation of the railroads and highways?

13. Do you think Indiana will turn back to the building of canals to help ease the cost of transportation due to high costs of gasoline and other fuels? Why or why not?

14. Do you think the use of railroads will increase? Why or why not?

15. Compare the use of canals, railroads, and roads in terms of:

    - comfort
    - speed
    - expense of travel
    - convenience to destination



Hard Cider and a Log Cabin

Farewell, dear Van
You're not our man;
To Guide the ship
We'll try Old Tip.

The depression caused by the Panic of 1837 still hung over our country. You have read how the Panic affected Indiana, especially the canal construction. David Wallace (Whig) was governor during the Panic of 1837. He was elected to this office partly because of his strong support for the Internal Improvements program signed into law by Noah Noble, the preceeding governor. Wallace received a lot of criticism because of the huge state debt, the high taxes which followed, and the failure to complete the canals.

"Down with Martin Van Ruin!"

On a national scale, President Martin Van Buren received a lot of the blame for the depression, especially from the Whigs. His antagonists claimed Van Buren did little to help the situation of poor markets, few jobs, and low prices.

Was the Panic of 1837 and the following depression the fault of Wallace (Whig) at the state level and the fault of Van Buren (Democrat) at the national level? Is the one currently in office to blame for what happens? Could there have been other factors involved in earlier years?

The Great Log Cabin Campaign--1840

What has caused the great commotion, motion, motion,
Our country through?
It is the ball a rolling on.
For Tippecanoe and Tyler too--Tippecanoe and Tyler too,
And with them we'll beat little Van, Van, Van.

Van is a used up man,
And with them we'll beat little Van.

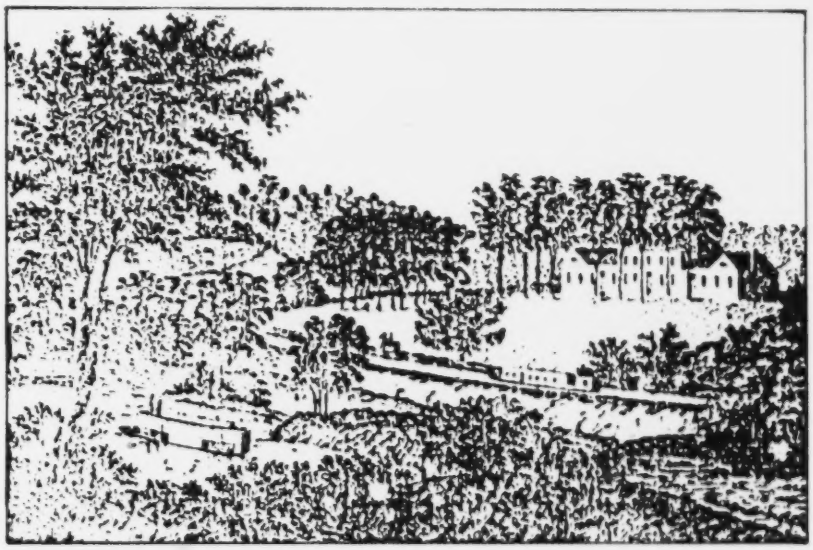
William Henry Harrison had done surprisingly well against Martin Van Buren in the election of 1836, even though he was defeated. Four years later, the Whig Party leaders thought the time was right to run Harrison against Van Buren again. They guessed correctly that the Panic of 1837 and depression spelled doom for Van Buren's bid for re-election.

Harrison's qualifications for the office of President were that he was from the West, like Andrew Jackson, and that he was a military hero, also like Jackson. Furthermore, Harrison had had a lot of political experience in his earlier years.

The Democrats started the campaign theme when they made fun of William Henry Harrison. They said he would be just as happy in a log cabin with a government pension and a barrel of hard cider (instead of running for public office again). The Whigs turned the taunt into an asset.

Would you believe a presidential campaign on the basis of personalities instead of issues? The Democrats nicknamed Harrison "General Mum" because he did not speak out on any issues. Harrison's views on

political matters were vague. This was also an asset to the Whigs since they were a party made up of many groups. It was said that the Whig party in the West was made up of all groups who opposed Van Buren, no matter what their reasons. The less Harrison spoke out, the better. The campaign of 1840 took on a carnival atmosphere. It consisted of slogans and personal attacks upon the candidates' abilities and reputation.



OLD TIP'S "CABIN AT THE BEND"—REAL AND FANCIED

Homespun Hero vs. Democrat Dandy

No ruffled shirt, no silken horse,
No airs does Tip display,
But like the 'pith of worth,' he goes
In homespun 'hodding gray.'"

Harrison was depicted as the poor man's friend. He lived in a log cabin and drank hard cider. Van Buren lived in the White House 'palace' and drank French wines. The voters outside Indiana were not aware of Harrison's wealthy background. Nor were they aware of the mansion, Grouseland, he had lived in as early as 1800 in territorial Indiana.

Showmanship, Songs, and Slogans

Newspaper accounts exaggerated the number and enthusiasm of people who attended rallies for Harrison. In May, "fifteen acres of men and 6,000 females" gathered to support "Old Tippecanoe" or "Old Tip." Although some people counted 5,000 Harrison supporters at a rally in Nashville, Tennesse, the newspapers said 30,000 joined in the parade, 40,000 showed up at the speaker's platform, and at least 100,000 were on the grounds.

Editorial phrases reported that a rally was "a triumph surpassing Roman glory," and supporters showed "a perfect tumult of enthusiasm." Speakers telling of Harrison's glorious military triumphs created "a state of agitation never before witnessed" among the voters. These are just a small sample of the campaign strategies used by pro-Harrison newspapers.

Harrison-ites could sing one of several songs, ballads, or jingles about Old Tip. Horace Greeley, a newspaperman, collected these songs and published them as a book entitled the Log Cabin Song-Book. Repre-

sentative titles were: "Tippecanoe," "Old Tippecanoe," "The Soldier of Tippecanoe," "The Flag of (you guessed it) Tippecanoe," and "Tippecanoe and Jackets of Blue." A couple could dance the "Harrison Hoe-Down" or the "Tippecanoe Quick-Step." There was also "Tippecanoe Shaving Soap" and "Tippecanoe Tobacco."

During the campaign farmers named their horses or mules "Tip" and "Ty." One Whig couple who had twin boys named them Harrison and Tyler. Another couple had triplet sons. The boys were named William, Henry, and Harrison. It was reported that Western hens from Indiana would lay eggs, then cackle "Tip-Tip! Tip-Tip! Tyler!"

The enthusiasm for Harrison's Log Cabin Campaign played down the lack of issues and played up Old Tip's common man image. He was shown as a farmer, the "Ploughman President to be," who lived in a simple log cabin. He was the poor man's friend. Whig Party leaders successfully sold this image of William Henry Harrison as the champion of the common man. They told the voters that the presidential election of 1840 pitted the people against the politicians. In so doing, they strengthened the political party system in our country.

Another outcome of the 1840 campaign was the adding of "O.K." to our language. "O.K." was taken from the Democratic O.K. Clubs. These were named for Old Kinderhook, Van Buren's home in New York. The Whigs thought "O.K." was Andrew Jackson's abbreviation for the words "oll korrect." Jackson was Van Buren's political supporter, and he was also a poor speller.

Of course Van Buren supporters were carrying on the same kind of campaign as Harrison supporters, with the same kind of enthusiasm. Here is an example:

"Hush-a-bye-baby;
    Daddy's a Whig,
Before he comes home
    Hard cider he'll swig;

Then he'll be Tipsy
    And over he'll fall;
Down will come Daddy,
    Tip, Tyler and all."

Questions

1. How can newspaper articles sway a voter's support from one candidate to another?
2. During a time of local, state, or national election campaigns, clip articles that you think may have more emotionalism than fact about a candidate. Display these for the class.
3. Can newspaper, radio, or television reporting of candidates and campaigns "cloud" the issues?
4. What should a political campaign do for a candidate? What methods should be used? How should a campaign be conducted?

Governor James Whitcomb

During his two terms as governor, James Whitcomb made important contributions to Indiana's progress. He is most noted for his efforts to solve the bankruptcy problem resulting from the Internal Improvements program. In this way, Whitcomb helped restore honor to our state's reputation. James Whitcomb was also thought "peculiar" in his time because he insisted on shaving and putting on a clean shirt every day.

During his tenure as governor (1843 to 1848), Whitcomb strongly promoted the growth of benevolent (charity) institutions. He aided in the establishment of the State School for the Deaf, the Indiana Hospital for the Insane, and the State School for the Blind.

It was also during his term as governor that the Madison to Indianapolis Railroad was completed and the Mexican War began. What effect did the Mexican War have on Indiana? The National Treasury was drained. Federal money for the improvement of rivers and the continuation of the Cumberland Road (the Old National Road) was stopped. A proposed harbor at Michigan City could not be funded.

The Mexican War occurred during James Whitcomb's second term as governor. Indiana sent over 5,000 soldiers to fight against the Mexicans. Indiana was to figure both militarily and politically in the war.

A Single Vote

In the election of 1842, Madison Marsh was running for state representative. He won the contest by one vote. Henry Shoemaker of De Kalb County had cast a damaged ballot. Marsh's opponent challenged the ballot and it was thrown out by the election inspector. Marsh then took the case to court, which upheld Shoemaker's ballot as being acceptable. Marsh took his seat in the state House of Representatives.

At that time, U.S. Senators were elected by members of the Indiana legislature. Marsh voted for Edward A. Hannegan, who then won by one vote. Four years later, Hannegan was to cast a tie-breaking vote when the question of declaring war on Mexico was before Congress. Hannegan's one vote did it.